

To-day's
Advertisements.THEATRE ROYAL.
CITY HALL.

ONE NIGHT ONLY!

TO-NIGHT,
(WEDNESDAY), the 6th March, 1901.

BERTRAM THE GREAT.

FIRST appearance in Hongkong of the
Royal and Imperial Court Magician,
who has been specially commended on three
several occasions to appear before

His Majesty

THE QUEEN, EMPRESS OF INDIA,
At Windsor Castle, and has been summoned
on twenty-three occasions

by

H. M. KING EDWARD THE VII.
To perform at Marlborough House, in
Sandringham.

Mr. CHARLES BERTRAM.

Who has been acknowledged in Great Britain,
the British Colonies, and the United States
to beTHE PREMIER CONJUROR OF
THE AGE.Doors Open 8.30; Performance 9.30 P.M.
Admission 5s, 3s, 2s.Military and Navy in Uniform Half Price to
Second and Back seats only.
Box Plan at ROBINSON PIANO CO.
Hongkong, 6th March, 1901. [294c]

MADAME ZARIA.

FORTUNE TELLER.

LATELY arrived from America, will stay
only for a Short Time in Hongkong,
where she can be consulted from 9 A.M. to 12,
and 3 to 5 P.M. at the Annex to THOMAS'
GRILL ROOMS, Room No. 15, Second floor.
Hongkong, 6th March, 1901. [295c]

NOTICE.

WE have this Day authorised Mr. P. C.
H. POTTS to SIGN our FIRM.
BENJAMIN, KELLY & POTTS.
Hongkong, 6th March, 1901. [295c]

TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to J. W. NOBLE.

Hongkong, 6th March, 1901. [297c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship
"THALES."Captain Robson, will be despatched for the
above Port, on SATURDAY, the 9th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 6th March, 1901. [294c]THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
"AKASHI MARU."Captain K. Suzuki, will be despatched as above
on WEDNESDAY, the 20th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 6th March, 1901. [295c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 15, Queen's Road Central,
(R. HUGHES & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"eye strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1454b]

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
HONGKONG
AND THE
FESTIVITIES CONNECTED
THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.As only a limited number have been printed
intending purchasers should send their Orders
early, for the issue of this interesting souvenir
will soon be exhausted.
Hongkong, 1st June, 1900.

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG
TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal

Capsule - - - - - \$10.80

C.—MANZANILLA, PALE

NATURAL SHERRY, White

Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,

PALE NATURAL SHERRY, Red

Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD

PALE DRY, choice old wine,

White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD

PALE DRY, very finest quality,

Black Seal Capsule (Old

Bottled) - - - - - 20.40

B, C, and CC are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very Superior

Vintage. ALL ARE TRUE XERES

WINES.

Sample bottles and smaller quantities

will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

Ports.

A. S. WATSON & CO. LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-

scriptions, Advertisements, &c., be addressed to the

"Manager, Hongkong Telegraph," and not to the Editors.

Letters on Editorial matters to be sent to "The Editor,"

and not to individual members of the staff.

Communications intended for publication must be accom-

panied by the name and address of the writer, and not neces-

sarily by the name of the paper, but it is necessary for

publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always

be open for the fair discussion of current events, and of all

questions affecting public interests, it must be distinctly un-

derstood that the Editor does not in any way hold himself

responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 6, 1901.

REUTER'S TELEGRAMS.

RUSSIA, CHINA AND THE

POWERS.

THE MANCHURIAN CONVENTION.

LONDON, March 4th.

The Times states that Great Britain, Ger-

many, Japan, Austria, Italy and the United

States, have protested to China against the

Manchurian Convention, but it is expected

that China will yield to Russia.

THE STRIKE AT MARSEILLES.

CRUISERS TO CARRY MAILS.

It is stated that the French and Italian

Socialists are endeavouring to make the strike

at Marseilles general and international and

that Genoa will possibly be involved. French

cruisers have been ordered to be ready to

carry mails, if necessary.

BRITISH SOUTH

AFRICA.

De Wet is now marching towards Faure-

smith.

THE UNITED STATES.

MCKINLEY FAVOURS

ARBITRATION.

President McKinley in his inaugural

message said that he prayed any future

American differences with the Powers would

be settled by arbitration.

CUBAN AND PHILIPPINE POLICY.

He strongly maintained the policy towards

Cuba and the Philippines and of the most

liberal amnesty offered to the Philippines, but

said that America would not leave loyalists

to the mercy of the disloyal.

WEATHER REPORT.

The Observatory report says:—

LOCAL AND GENERAL.

H.M.S. Undaunted left Singapore for home at

5.30 p.m. on the 24th ult.

THE Queen will have been the first Sovereign

says Truth, who has not been buried at night

by torchlight.

MESSRS. Hughes and Hough held their Annual

Sale of Race Ponies to-day, at 3 p.m., opposite

the City Hall, and upwards of 50 ponies were

offered.

We note that an entertainment is to be given

at the Theatre Royal on Friday by the Ship's

Company of H.M.S. Centurion, in aid of the

wounded in the late China Expeditionary

Force.

To-NIGHT is the last opportunity Hongkong

residents will have of seeing Mr. Bertram's

wonderful conjuring entertainment, at any

rate for some long time, and they are sure to

make the most of it.

MADAMA Zaria, as announced in our advertise-

ment, is now in Hongkong, and will be happy

to disclose the future to anyone who may wish

to know their fortune. We are informed that

she had been most successful in her prophecies.

ANOTHER big Boxing Contest takes place in

the Theatre Royal, City Hall, to-morrow night,

under the management of Mr. W. Waters,

when T. Armstrong, H.M.S. Centurion will box

Joe Riley of the U. S., 16 rounds for the Cham-

pionship of the Far East. Particulars of pre-

liminary bouts can be seen in our advertise-

ment columns.

The Newchwang correspondent of the Shang-

hai Mercury, writing under date Feb. 22nd

says:—Admiral Alexieff, Commander-in-Chief

of Russian forces in Siberia and the East, ar-

rived here two days ago. This visit is con-

nected with administrative affairs at this port,

which will occupy several days. He will then

proceed to Moukden, after which he will return

to Port Arthur. He is being banqueted by the

Russians to-day. Chinese officials are said to

be on their way here, but nothing definite is

known.

A HOME paper of January 30th says:—Issues

were yesterday ordered in the Court of Session

at Edinburgh in the action by Charles C.

Macdonald, jeweller, Glasgow, against the

Oman Times for £1,000 damages for alleged

blasphemy. The matter complained of is the story

of the alleged infidelity of honor presented to

Major Gen. Hector Macdonald at Glasgow.

The defendant explains that the statements in

the paragraph were derived from articles pub-

lished in a London and a Glasgow paper. He

tenders the plaintiff £51, with expenses.

Similar actions have been raised against other

Scottish papers.

THE other day (says the Liverpool Post) a

newly-appointed warden was taken by the

prison chaplain into the chapel, where the

prisoners were assembled in a body. The

chaplain presented him to the company with

the remark that he would say a few words.

The warden was a bashful man, and unac-

customed to speak making. He stammered

stuttered, blushed, and faltered:—"Ladies and

—er—no—no—gentle—that is, men and fellow

prisoners—er—I can't make a speech; I—don't

know how to make a speech. In fact, all—er

—all I can say is—that I'm very glad

indeed to see so many of you here!"

ON Sunday, says a Bangkok paper of the 23rd

ult., two Chinese servants were going along a

lane in Sampeng, one of them carrying a bag

of 400 ticals, which they had been sent by their

mistress to pay to a Sampeng firm. A thief

made a grab at the bag, which tore, and all

the money fell on the roadway. Then there

was a bit of excitement; a crowd appeared in

no time, everyone grabbing as many coins as

possible and running. One of the servants

went and fetched a policeman, who was lucky

enough to catch the original thief, or at any

rate the man whom the two servants identify

as the person who tore the bag. But 350 of

the 400 ticals had disappeared.

AMONG the stories, says the Pall Mall Gazette,

illustrating the King's character, which are in

circulation at the present moment is one which

throws an interesting light on the graver side

of his nature. When the young Prince, his

sons, were making their grand tour, they met

the late Bishop of Ballarat, Dr. Thornton. Like

a sensible man, he put aside the courier for

the moment, and gave them sound advice,

presenting each with a Bible. Considering that

the young Prince had gifts wherever they

landed, this particular kindness seemed almost

too small to be remembered at Court. Yet

when the Bishop came to London the Prince

of Wales is said to have personally thanked

him for "the good counsel you gave to my

boys."

ON the 19th January, says the B. N. Herald,

Mr. and Mrs. Archibald Colquhoun arrived in

the s.s. Petrel from Labuan, where they had

been staying with H.E. the Governor and Mrs.

Hugh Clifford. Mr. Colquhoun needs no

introduction, being as we know a writer of

considerable authority on Chinese matters.

Mr. Colquhoun will also be remembered as

Times Correspondent in various parts of the

world and as administrator of Malakand in

1890. His most recent book is entitled The

Renaissance of South Africa which deals with

the principal features in the problem of the

Settlement of that country. Mr. Colquhoun, on his

present tour, will visit B. N. Mornen, Java, the

East Indian Archipelago, Philippines, China,

and Japan and will produce a series of special

articles for Happers, the famous American

publishers, besides accumulating material for

fresh studies of his own on the problems of the

Far East. Mr. and Mrs. Colquhoun left in the

Petrel, after several unsuccessful attempts

owing to the roughness of the weather, on the

night of the 23rd ult. for Lahad Datu, Tawab

and Delunggan. During their stay here, they

will be accompanied by Mr. Colquhoun.

LORD RONNEN had a most distinguished

uncle who is rarely mentioned in the Lives of

the Commander-in-Chief, and yet he had a re-

markable career. This was Sir Samuel

Roberts, who, according to the current issue

of the Sphere, fought no fewer than 53

naval actions, and was several times wound-

ed. At the age of 11 he took part in

two fights with French ships, and while

in command of a single boat with only 13

men he made a prize of five well-armed vessels

in the West Indies carrying 450 men. He was

captured by the Spaniards the same year, and

kept a prisoner for months in a dungeon at

Havana. He was at the storming of Monte

Video in 1807, at the destruction of French

shipping in Aix Roads, 1809, and fought in the

American war. He lived at Belmont (Water-

ford), and died in 1848.

THE Irish Times says that one of the most

pleasing incidents in connexion with the Royal

visit to Ireland in April last was Her Majesty's

review of some 52,000 children, drawn from all

parts of Ireland, in the Phoenix Park. On that

occasion the Sovereign was graciously pleased

occasion. As regards the working of the 1900 Account so far we have reason to be satisfied therewith, the losses paid and in course of settlement comparing favourably with those for 1899 to a similar date, the balance carried forward to which will be added further premium since received, is somewhat in excess of last year and I can only express the hope that our liabilities on unexpired risks will run off without such a succession of heavy losses as was the case in 1900. I have pleasure in stating that our Surveyor's Reports on the various properties under Mortgage to the Company show ample margins over the sums advanced. I shall be glad to answer any questions that any shareholder may care to put.

There being no questions the chairman moved the adoption of the report and statement of accounts.

Hon. M. Thurburn seconded and the motion was put to the meeting and carried unanimously. The members of the Consulting Committee, the Hon. C. P. Chater, M.C., Messrs. Lewis, Raymond, Maitland, Mackay, were unanimously re-elected on the motion of Mr. Peter seconded by Mr. Turner.

The auditors, Messrs. F. Henderson and W. H. Potts were unanimously re-elected on the motion of Mr. Wilcox seconded by Mr. Tomlin. The Chairman—That is all the business gentlemen. Warrants will be ready to-morrow. I am much obliged to you for your attendance.

THE DALLAS SEASON AT THE THEATRE ROYAL.

During his stay, which will extend over a period of some three weeks, Mr. Dallas promises many a rich treat in both musical and modern comedy. The opening piece billed for Saturday next, "Floradora," has proved an enormous success in London and shows every prospect of running another year yet. "San Toy" which is also running now at Daly's Theatre, is another charming little opera which bids fair to rival or even eclipse "The Geisha" (by the same composer) in popularity. "San Toy" will in all probability be Mr. Dallas' second production. Then we are promised that most attractive piece, "The Belle of New York." This of course is not new to Hongkong, but its interpretation by an adult company is certain to be heartily appreciated. "The Gay Parisienne" will be remembered by many as being the piece in which Miss Louie Freear made such a wonderful name. It is one of the smartest of musical comedies, and Mr. Dallas' production of it will be looked forward to with much interest. Of course "The Geisha" and "A Runaway Girl" will have to be revived during the season, and are both sure of a warm reception. One remembers the great success Mr. Dallas scored with these and other pieces last season, and with the present powerful company, their interpretation should be in even better hands. "The French Maid" is down for a revival. It will be remembered that Mr. Dallas produced this on the last night of his previous visit, and as there are many who had not an opportunity of seeing it then and probably others who will want to renew a pleasant acquaintance, this should prove a popular item of the comedies in his repertoire. Mr. Dallas expects to produce "Lady Huntworth's Experiment"; "What happened to Jones"; (a tremendous success now running in Australia) and revive "His Excellency, the Governor" which created such a fine impression during his season in May last. The present company under Mr. Dallas' banner seem to have created quite a sensation in Shanghai and great things are to be confidently expected of them.

H.M.S. "RATHENHEIM."

Twin screw cruiser, 1st class, 9,000 tons, I.H.P. 13,000. The Navy lists give the names of the following officers:

Captain—Frank H. Henderson, C.M.G.
Commander—Frederick K. C. Gibbons.
Lieut. Ralph P. Clutton.
Stanley B. Norfolk.
Hamden G. Duff.
Rafe S. Rowley-Connely.
Frederick P. Norman.
Capt. R.M. Trant B. Luard.
Fleet Paym.—Bernard G. Lloyd-Evans.
Staff Surgeon—Chaworth L. Nolan, M.B.
Staff Eng.—Frederick H. Hart.
Sub-Lieut.—Gerald L. Parnell.
Surgeon.—Henry W. W. Townsend, B.A.
Asst. Paym.—Geoffrey P. Silver.
Engineer.—William H. Murray.
Asst. Eng.—Gerald Moore.
Sibney N. Hardcastle.
John R. Macey.
Frederick W. Bromley.
George E. Casley.
Boatswain—George Tamplin.
Carpenter—Walter Harris.
Midshipmen—Geoffrey Corlett.
Edward G. de St. Jukes-Hughes.
George L. D. Gibbs.
Hugh D. Hamilton.
William C. Pearce.
Richard H. O. Lane-Poole.
William Burrows.
Gerald C. Harrison.
Charles B. M. McK. Pringle.
Sydney K. Smyth.
John H. K. Clegg.
Clerk—Sydney C. Andrews.
Asst. Clerk—Thomas O. Mackie.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour Sir John Curran, Kt., C.M.G., (Chief Justice), and a Special Jury.)

March 6th.

HERBERT PRICE, TRADING AS H. PRICE AND CO., v. LUM SENG SANG.

The plaintiff prayed that the defendant might be ordered specifically to perform an agreement and to grant a lease to him in accordance with the terms of the said agreement.

Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes, and Master) appeared for the plaintiff, and Mr. J. J. Francis, K.C. (instructed by Messrs. Mounsey and Brutton) for the defendant.

The jurors were Messrs. Thos. Arnold (foreman), A. Denison, J. M. Beattie, F. H. A. Fells, R. C. Shaw, R. K. Leigh, and A. Shuchon Hooper.

The defendant put his evidence into the witness box to-day.

THE PLAGUE.

Number of cases reported (Chinese) 30
up till noon of the 5th
March, 1901
Number of cases reported (Chinese) 2
during the past 24 hours
Total number of cases reported to date, 32

Number of deaths reported (Chinese) 29
up till noon of the 5th
March, 1901
Number of deaths reported (Chinese) 3
during the past 24 hours
Total number of deaths reported to date, 32

CAPTURE OF THE BOWEN ROAD HIGHWAYMEN.

Yesterday afternoon on the Bowen Road here, four men were arrested, and as one of them has been identified by the victim of last Sunday afternoon's highway robbery, Mr. F. Esrom, it is supposed that a bad character has been "nailed."

The circumstances of the capture show very clever judgment on the part of two Sikh policemen. It was yesterday afternoon that the Indian constables saw a Chinese youth on the Bowen Road, who was evidently on the strict *qui vive* to notice anything out of the ordinary. The officers observed that this youth ran up amongst the trees and they were surprised to find that three other Chinese men were up amongst the bushes. It looked very much as though the first was on the lookout to inform his confederates when a likely victim came in sight. One of the constables edged round to eastward of the four men whilst the other constable remained behind. The first policeman then went and arrested the first Chinaman who had been on the lookout, whilst the other Chinamen rushed away, and towards the other Indian. They ran practically into his arms and he arrested the lot. They were taken to the Central Police Station and Mr. Esrom, who had his watch and chain stolen on Sunday afternoon within a short distance of the place where the capture was made, and who was severely knocked about by the two ruffianly robbers, identified the tallest of the four as one of the two who made the attack on him. The other three were quite youths and they are all four being detained in custody of the police.

The man who has been identified will probably be charged with highway robbery with violence, and he can be put away for five years for such an offence, if convicted.

The other three of the captured batch will probably be charged with being rogues and vagabonds, having been found loitering about in a suspicious manner.

These constables deserve praise for the manner in which they made the capture, and it is to be hoped that an example will be made of this man, that is, provided that he took part in the outrageous attack last Sunday afternoon.

PORT ARTHUR.

A DECEPTIVE DRISKENESS.

February 13th.
Port Arthur to the casual and non-enquiring observer would appear a great centre of commerce. Shipping of large tonnage comes frequently and the "mosquito" fleet—mostly represented by the Japanese—is particularly numerous. Add also the Volunteer transports, immense vessels mostly crammed with troops and other war material, and we have a strikingly busy aspect, but there is no intrinsic value in it. It is not a commerce that brings riches and plenty to a nation. This is evident because we have no export at all; the ships leave empty. All this bustle simply means that Russia has a large army holding a position from Port Arthur well into Manchuria; so large an army in fact and so vast in its preparations that it requires a constant stream of imports to maintain the status. There is a suggestion of Uniah Heap in the missionary of international disarmament.

LANDING THE CATTLE.

We have no Society for the Prevention of Cruelty to Animals, otherwise there would be great alterations made in the mode of landing the cattle from the ships. The poor brutes are more piteous on account of their inoffensive resignation—are mostly hoisted out of the hold by a rope sling round the body which must cut into the flesh cruelly. No food or water is provided between Chiaofoo (the principal port of supply) and Port Arthur, and when landed they still starve until slaughtered. One would think that the Russians would be impressed with the economy of keeping the cattle fit. As the landing of the beasts is a daily affair, we envy Shanghai in possessing its S. P. C. A.

A CONGESTED HARBOUR.

The congested state of our harbour renders the lot of a master of a ship an unhappy one. We have no consistent method of berthing the steamers that arrive, and this haphazard system results in many casualties more or less serious. As an example we are informed on the 8th inst. had a most narrow escape from being run down by the Volunteer s.s. *St. Petersburg* and was only saved by the dexterity of the Russian captain. The next day the Japanese *Shinkichi* ran into the vessel referred to and after later on the *Hurani* ran away its own port side-light stand against her, and these accidents are only a few among many. This

ROTTEN STATE OF AFFAIRS.

could be easily remedied if the harbour was buoyed for the convenience of the vessels, somewhat after the manner, I understand, that prevails at Canton. It reads like a portion of a despatch to say that on one occasion nearly all the vessels in the port had to leave up to clear the fouling of the anchor of one steamer which desired to leave; yet this is true. The anchors and chains sprawl all over the harbour. These remarks refer to the outer harbour. The inner harbour is jealously guarded from any intruders. Only Russian war vessels and the Volunteer fleet are allowed into this sanctum sanctorum, if the term can be permitted.—*N. C. Daily News Cor.*

U.S. CONSUL-GENERAL OF SHANGHAI.

WASHINGTON, January 28th.

For a day or two it has been rumored, says the *Albany Journal*, outside of official circles, that in the event of a vacancy in the post of minister to China, caused by the resignation or withdrawal of Mr. Conger, the post would be given to Consul General John Goodnow of Minnesota, who in his three years of residence in the Orient has made himself thoroughly familiar with Chinese manners, customs and contemporary history, and who won the confidence and goodwill of the government to a degree attained by no other American representative in that country during the Boxer uprising.

In all probability, it is not the intention of the government to recall Minister Conger, or if it is, the fact is kept very quiet. More or less irresponsible talk has been indulged in regarding the alleged intention of the administration to recall Mr. Conger, but it cannot be traced to any solid foundation. It should also be known that Mr. Goodnow has spoken very highly of Mr. Conger's work, both at the state department and at the White House, and he is on record as thinking that the minister is a man of exceptional ability and tact and fitness for the position he is holding.

In all probability, however, Mr. Goodnow would be offered the post of ambassador should a vacancy occur. This is considered quite generally by those who are in a position to know something of sentiment at the White House and the state department, and it is of itself another high compliment to the efficient and very satisfactory manner in which Mr. Goodnow has performed his difficult and delicate work.

JAPANESE v. EUROPEAN CEMENT.

There is some hope of Japanese cement being much in demand at Singapore, where formerly the cement used came exclusively from Europe. Since last year the Yamaoka Shokai, a Japanese firm in that southern city, has imported 360 casks of the goods made by the Osaka Cement Company, and as the price is somewhat lower than that of European cement, while there is no difference between the two in point of quality, the Japanese cement is said to enjoy a better chance there. Already a certain foreign merchant has opened negotiations with the Yamaoka Cement Company, Yamaguchi-ken, with the object of getting a regular supply of the goods. The Japanese cement merchants must exercise a good deal of care in availing themselves of the good deal of business for their goods, besides, they must themselves with the minimum profit, pack their goods very carefully. Last fall about 100 casks brought by the *Hakata Maru* and consigned to the Yamaoka Shokai, 30 of which were found to be more or less damaged and the correspondent of the *Osaka Mainichi*, from which this piece of news is quoted, by the *Japan Times*, writes that a dispute has occurred between the consignee and the consignor as to which party should make good this damage.

THE NAVAL PAGEANT AT THE QUEEN'S FUNERAL.

The *Mail* of February 1st says that many hundreds of the general public availed themselves of the fine weather and went to either Cowes or Ryde to obtain a view of the fleet, most of the vessels having assembled by an early hour in the morning, and by 5 o'clock in the afternoon all the foreign warships had arrived. The *Hatsuse*, Japanese, was the last to pick up her buoy. The only English ship that had not arrived was the *Speedwell*, and there was a doubt as to whether she would reach Spithead in time. The German ships, painted a dead slate colour and burning coal that emitted a dense black smoke, naturally attracted a good deal of attention. Prince Henry of Prussia was lying by his flag on the *Bader*. But probably the most attractive ship from the spectators' point of view was the French *Duquesne* of Lyons, with her low quarter-deck and enormous ram. There were no excursions round the fleet, but the view obtained by ordinary passengers, though necessarily limited, afforded considerable interest.

The *Munshi* Abdul Kareem had already left Osborne and crossed over to Portsmouth in the Royal yacht *Effie*, which was under extensive repair and had hurriedly been prepared for service. Shortly afterwards the chartered steamer *Thames of Cowan* crossed over with the King of the Belgians on board. His Majesty proceeded at once to London, while the *Munshi* travelled to Windsor. Last night the Lords of the Admiralty arrived at Portsmouth and slept on board the *Enchantress*, which will convey them to Cowes this morning. The Admiralty issued an official chart giving the position of the British and foreign ships of war between Cowes and Portsmouth. The names of the foreign ships are as follows:—The *Carlos V.* (Spain), the *Don Carlos V.* (Portugal), the *Hatsuse* (Japan), the *Duquesne* (France), the *Nymph*, *Victoria*, *Hagen*, *Bader*, and *Lutetia* (Germany).

THE LONDON AND GLOBE AFFAIR.

The two petitions for the compulsory winding-up of the London and Globe Finance Corporation having been withdrawn, Mr. Justice Wright, says the *Economist* of the 26th Jan., granted an order for voluntary liquidation under the supervision of the Court. The way has thus been paved for the reconstruction scheme which is to provide the means, at the expense of shareholders, of paying 50 per cent. of the Corporation's gambling debts, and of fulfilling whatever terms the liquidators may be able to arrange for settling with other than Stock Exchange creditors. The process of attempting to restore order out of chaos would be a difficult one under any circumstances, but it is rendered still more difficult by the fact that settlements have not yet taken place in the shares of the London and Globe subsidiaries—the Rossland Great Western Mines, the Kootenay Exploration Company and the Loddon Valley Goldfields. The first of these companies came out as long ago as June last, and the second one in the following month, and in all three large dealings have taken place in the Stock Exchange on the understanding that a special settlement would be applied for in due course. The delay, which has apparently arisen in the interests of the parent undertaking, is of course, quite inexcusable, and the shareholders concerned should take prompt action with the view of having their affairs dissociated from those of the London and Globe. Meanwhile, some of the insiders who stand to be heavily losers in consequence of the London and Globe collapse, have suggested that the three subsidiaries for whose shares special settlements are long since overdue, should be made the subject of applications for compulsory liquidation, which, if granted, would render the share transactions which have taken place since allotment null and void. This would be a very convenient way of getting rid of the "differences" which those who are agitating for the adoption of the plan would have to pay if a settlement were arranged, and the original allottees would, presumably, have to retain the holdings, whether or not they have since been sold over and over again. In support of the suggestion it has been stated that the only sufferers by such an arrangement would be the "stags" who applied for the shares merely on the chance of securing a profit. The proposal appears to us to be absolutely dishonourable one, for if it were carried out the Stock Exchange losses would simply be wiped out at the expense of outside speculators. Nor can there be the slightest doubt that if the public stood to lose over the transactions, members of the "House" would have urged the directors concerned to apply for special settlements without further delay. In the case of the London Valley Goldfields the secretary has stated, in reference to the suggestion, that the creditors should petition for a compulsory winding-up, that the company has no creditors, and that fully £550,000 of the capital offered was subscribed by the public. So far as that company is concerned, therefore, the Stock Exchange proposition cannot apply, and in the other instances the Committee must be too sensible of the serious damage which the suggested scheme for relieving members of their just responsibilities would do to the reputation of the "House" to allow it to be made effective. Brokers and dealers complain bitterly of the absence of public interest in markets; but it is all likely that business will be improved by the putting forward of such proposals as those we have referred to. A large proportion of the business transacted on the Stock Exchange is, of course, more or less of a gambling character; but that is no reason why the game should be played fairly and squarely, and the mere suggestion of benefiting members at the expense of the "stags" and the other outside speculators cannot but be regarded by right-thinking people as dishonourable and contemptible.

THE EFFIGY OF THE SOVEREIGN.

Some little time is likely to elapse before the effigy of the late Queen-Emress will be replaced by that of King Edward on either stamps or rupees in India, says the *Advocate of India*. In the case of the stamps the next consignment from Home, which is expected in April, is likely to be of the new pattern, but the Post Office wisely keep two years' stock in hand to provide against emergency, and the present pattern will therefore continue to be issued until exhausted. One result of the change, when it occurs, will be to make the new green halfanna stamp and the carmine-coloured anna stamp valuable to stamp collectors, since they will have been issued in their present colour, with Queen's head, for only a short period. As regards the currency, the minting of coins bearing the Queen's head will continue until they die in the case of the stamps the next consignment from Home. The 185 issue, which was being coined when her late Majesty came to the throne in 1837, continued to be struck until 1840. In the present case, the change is likely to be effected with somewhat greater expedition.

NOTANDA.

CALENDAR.

MARCH.

Metereological means based on ten years' observations in 1899.

Barometer..... 30.141
Thermometer..... 57.3
Humidity..... 79.0
Rainfall..... 1.76

TO-DAY.

WEATHER REPORT.
On date: On date:
At 4 a.m. 4 p.m.

Barometer..... 30.18 30.05
Temperature..... 65 58
Humidity..... 75 71
Rainfall..... — —

TO-DAY.

Wednesday, 6th March, 1901.

Chinese—16th of 1st moon of 27th year of Kwang-shi.

Sun—Rises..... 6hr. 19min.
Sets..... 6hr. 4min.
Moon—In Equator 6hr. a.m.

High water—Morning..... 11hr. 17min.
Afternoon..... 10hr. 40min.
Low water—Morning..... 4hr. 37min.
Afternoon..... 4hr. 12min.

ANNIVERSARIES.

1841—Hostilities at Canton recommenced, Fort Napier taken by the English.
1862—Five of the pirates concerned in the burning of the *Imogene* executed.
1892—Attempt to stir up anti-foreign riot at Wuchang.
1896—Holstein lost on Cape Varella.
1897—Great fire in Manila; 400 houses burnt.
1898—Treaty between China and Germany respecting Kiaochow signed.
1900—Impending trouble at Tientsin; Boxer Secret Societies are becoming amenable to foreign interests.

TO-MORROW.

Thursday, 7th March, 1901.

Chinese—17th of 1st moon of 27th year of Kwang-shi.

Sun—Rises..... 6hr. 18min.
Sets..... 6hr. 4min.
High water—Morning..... 11hr. 43min.
Afternoon..... 10hr. 5min.

Low water—Morning..... 4hr. 5min.
Afternoon..... 4hr. 30min.

ANNIVERSARIES.

1836—Chinese Fire Brigade organised in Hongkong.
1874—Burning of Coomassie and flight of King Koffie.
1894—Ocean Co.'s steamer *Tantalus* stranded off Table Island; afterwards got off much damaged.
1897—Suicide of Mr. R. Paneth near Yokohama.
1899—British Minister visits Tsungli Yamen in support of Italian Claim.
1900—Prince Waldemar of Denmark arrives at Foochow on his Yacht the *Valkyrie*.

AGENDA.

TO-DAY.

9 p.m.—Bertram the Great. (The Royal and Imperial Court Magician) at the Theatre Royal.

TO-MORROW.

Daylight—D. & Co.'s steamer *Formosa* leaves for Coast Ports.
Noon—Statutory Meeting of the Shareholders of the Hongkong steam-Water Boat Co. Ltd., at the Company's Office.
Noon—Meeting of the Shareholders of the China Fire Insurance at the Company's Office.

9 p.m.—A Grand Boxing Contest at the Theatre Royal.

Cargo ex *Bombay* subject to rent.

FRIDAY, 8th.

(About)—P. & O. S. N. steamer *Malacca* leaves for London.
3 p.m.—Public Auction of Property by Mr. G. P. Lammett at his Sales Rooms Duddell Street.

Cargo ex *Maravia* subject to rent.

SATURDAY, 9th.

Noon—Ordinary Annual Meeting of the Shareholders of the Hongkong Rope Manufacturing Co. Ltd., at their offices.
9 p.m.—Grand opening night of the Dallas Company at the Theatre Royal.

SUNDAY, 10th.

Daylight—O. S. K. steamer *Maidzuru-Maru* leaves for Coast Ports.

MONDAY, 11th.

3 p.m.—Annual General Meeting of the Hongkong General Chamber of Commerce at the City Hall.
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.

TUESDAY, 12th.

Noon—P. M. Co.'s steamer *China* leaves for San Francisco via Shanghai etc.
Noon—L. C. S. N. steamer *Albatross* leaves for Calcutta via Singapore etc.

Cargo ex *Nankin* subject to rent.

WEDNESDAY, 13th.

Noon—C. P. R. steamer *Empress of Japan* with Mails passengers etc. leaves for Vancouver B.C. via Shanghai.

THURSDAY, 14th.

Noon—P. & O. S. N. steamer *Bengal* with Mails etc. leaves for London.
(About)—P. & O. S. N. Co.'s steamer *Chusan* leaves for Shanghai.

SHIPPING AND MAIL NEWS.

WEDNESDAY, 20th.

Noon—N. D. L. Co.'s steamer *Bayern* with Mails etc. leaves for Southampton.

MAILS DUE.

German (*Stuttgart*) 8th inst.
American (*Doris*) 9th inst.
Indian (*Catherine Ahear*) 12th inst.
French (*Ernest Simons*) 13th inst.
Canadian (*Empress of China*) 18th inst.
American (*Nippon Maru*) 19th inst.

The B. & S. Co.'s steamer *Acamenon*, left Singapore yesterday, the 5th inst., and is due in Hongkong on Sunday, the 10th inst.

The M. M. Co.'s steamer *Ernest Simons*, with the next outward French Mail, left Singapore yesterday midnight the 5th inst., for this port via Saigon.

The Shire Line steamer *Radnorshire*, from Middlesbrough and London left Singapore to-day, the 6th inst., and is due here on or about Tuesday, the 12th inst.

The N. Y. K.'s steamer *Yamaguchi Maru*, (Hombay Line) left Bombay via Singapore for this port yesterday, the 5th inst., and is expected to arrive here on Friday, the 22nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. Name	at	Kowloon	Dock
G.M.S. <i>Hertha</i>	"	"	"
U.S.S. <i>Isla de Luzon</i>	"	"	"
U.S.S. <i>Bennington</i>	"	"	"
U.S.S. <i>Yorktown</i>	"	"	"
H.M.S. <i>Alacrity</i>	"	"	"
H.M.S. <i>Arcturion</i>	"	"	"
<i>Glengyle</i>	"	"	"
<i>China</i>	"	"	"
<i>Hainan</i>	"	"	"
<i>Chingtu</i>	"	"	"
<i>Lekin</i>	"	"	"
<i>Ilus</i>	"	"	"
<i>Avanclach</i>	"	"	"
<i>Egypt</i>	"	"	"
U.S.S. <i>Concord</i>	"	"	"
<i>Emma Lykken</i>	"	"	"
<i>Murakoli</i>	"	"	"

PASSED THE CANAL.

Outward—8th February—*Agamenon*, *Bendloch*, 12th Feb.—*Gisela*, *Japan*, *Stuttgart*, *Hudson*, 15th Feb.—*Ernest Simon*, *Hakata Maru*, *Tantalus*, *Trinit*, *Ascania*, *Neptune*, 22nd Feb.—*Ajax*, *Koenigsberg*, *Kien*, *Ocean*, 26th Feb.—*Canton*, *Sobron*, *Konig Albert*, 1st March—*Awa Maru*, *Benedict*, *Saxonia*, *Kobe*.

Homeward—8th Feb.—*Dardanis*, 12th Feb.—*Hilachi Maru*, 22nd February—*Achilles*, *Norderney*, 26th February—*Indus*, *Sambha*, *Wakasa Maru*, 1st March—*Hamburg*.

Arrivals at Home—27th February—*Gisela*, *Japan*, 2nd March—*Sachsen*, *Wakasa Maru*, *Strassburg*.

Shipping.

Arrivals.

LOONGSANG, British steamer, 1,002 G. S. Weigall, 5th Mar.—Manila and March, Hemp and Sugar—Jardine, Matheson & Co.

SULLBERG, German steamer, 782, T. Jensen, 5th Mar.—Cebu and March, General—Siemssen & Co.

THALES, British steamer, 820, A. Robson, 6th March—Swatow 5th March, General—Douglas, Lipprick & Co.

ANTONIO MACLEOD, American steamer, 812, Ignacio Ugarte, 6th Mar.—Hilo 1st Mar, General—Brandao & Co.

HANOI, French steamer, 749, Pannier, 6th Mar.—Haiphong and Hoihow 5th Mar, General—A. R. Maury.

GONCH, British steamer, 460, 6th Mar.—Batavia 1st Feb., Kerosine—Arnold, Karberg & Co.

PHRA CHOM KLAD, British steamer, 1,011, J. Fowler, 6th March—Bangkok 24th Feb. Rice—Butterfield & Swire.

KAWACHI MARU, Japanese steamer, 3,7

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. Thompson.	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 8th Mar., at Daylight.
HAKATA MARU F. L. Sommer.	KOBE and YOKOHAMA.	FRIDAY, 15th Mar., at Daylight.
TOSA MARU S. J. G. Parsons.	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU F. Davies.	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU T. Murai.	MOJI, KOBE and YOKOHAMA.	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU W. Tate.	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PREUSSIAN Proesch.	HAVRE, BREMEN and HAMBURG, (LONDON with transhipment in HAMBURG).	8th March. Freight.
SAVOIA Behrens.	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).	About 23rd March. Freight and Passage.
MARBURG v. Binzer.	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).	About 30th March. Freight.
SIBIRIA Jacobs.	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).	About 5th April. Freight and Passage.
BAMBERG Jacobs.	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).	About 10th April. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to

CARLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	SAILING DATES.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 28th Mar., at Noon.

STEAMERS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 23rd April, at Noon.

STEAMERS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

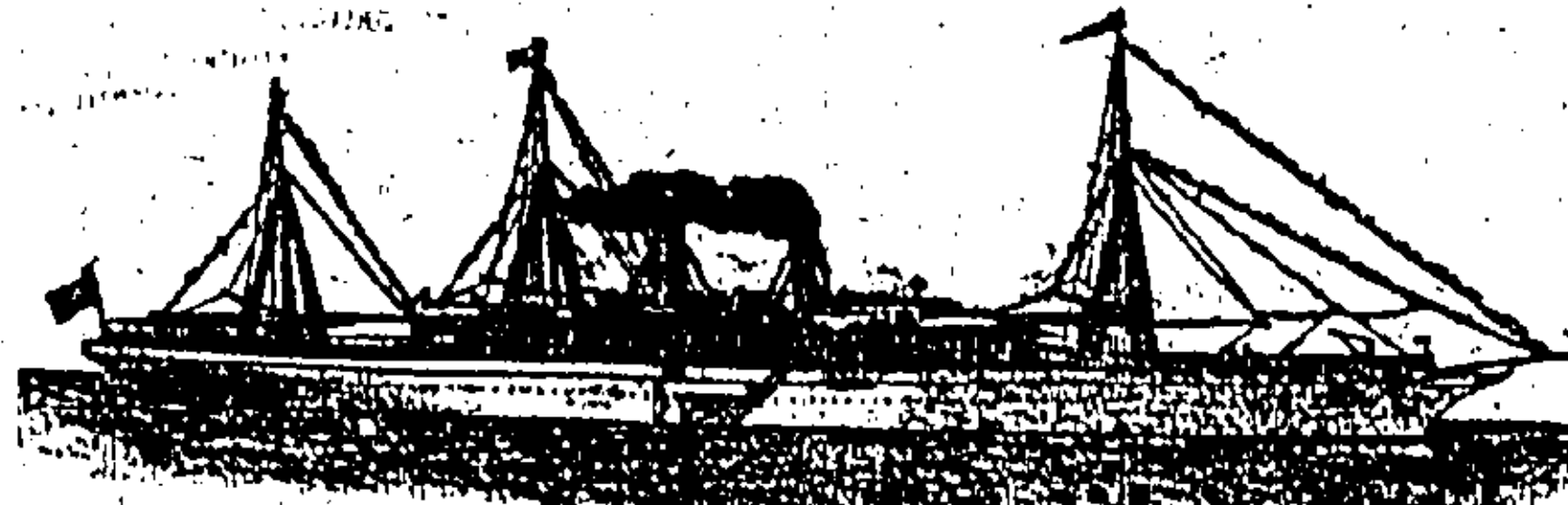
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd March, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 3rd April.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent to MONTREAL, QUEBEC, HALIFAX, NEW YORK and BOSTON with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd March, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. and TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailing.
Victoria	3,502	J. Pantou	Mar. 8
Glinde	3,750	W. Frakes	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. MAGNIFICENT SCENERY of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.
For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 4th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Strathgyle 5,023 | Saturday | Mar. 30

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 20th February, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ST. PAUL, American flag, Capt. Paul, 1184c.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and MANILA	"SUNGKIANG"	8th instant.
MANILA	"TAIYUAN"	20th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	20th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	10th instant.
"	"TANTALUS"	19th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENOR"	2nd April.
LIVERPOOL (DIRECT)	"IDOMENEUS"	16th April.
(Taking Cargo at LONDON RATES)	"PATROCLOS"	About 13th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 6th March, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 7th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th March, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART," of the NORDDEUTSCHER LLOYD. Captain P. Grosch, due here with the outward German Mail about FRIDAY, the 8th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 4th March, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

"EVA," 2,088 tons. Capt. Petersen. This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.). For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 4th February, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th February, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC," will be despatched for the above Port, on or about the middle of March.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 20th February, 1901.

FOR SWATOW, AMOY and TAMSUI.

THE Company's Steamship

"FORMOSA," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 7th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 6th March, 1901.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA," Captain R. W. Almond, will be despatched as above on MONDAY, the 11th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 5th March, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG," Captain Buller, will be despatched as above on TUESDAY, the 12th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

"CHINA," Captain Leva, will be despatched as above on TUESDAY, the 19th instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 5th March, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1894.

BRITISH ORDERS FOR GERMAN GUNS.

Our readers will doubtless remember a paragraph we published lately, on the delay experienced in getting orders for field-guns executed, especially with regard to the action of the German Foreign Office, which forbade German firms to contract for supplying guns to Great Britain; the correspondent of the *Mail*, writing from Berlin under date January 29th, says:—The firm of Krupp in Essen recently announced that, as other firms had continued to execute orders for guns from the British Government in disregard of the desire to the contrary expressed by the German Foreign Office, the firm proposed in future to accept any orders which it might receive from England. Herr Heinrich Ehrhardt, who was mentioned in this announcement as one of the manufacturers who had disregarded the request of the German Government, now writes to the *Golker Zeitung* and states that this is a mistake. Since the Foreign Office made it known that it desired German firms not to do so, and more especially as there was a very strong agitation in England against placing orders for guns in Germany, he has not supplied any to the British Army. Herr Ehrhardt announces that negotiations are now in progress the object of which is to render it possible to manufacture the Ehrhardt gun in England. It will then, he adds, no longer be necessary to pay any attention to the "useless and inexplicable agitation" which is raised whenever any orders are accepted from what is, after all, a friendly country.

THE POM-POM DISCUSSED.

An interesting article in *Cassiers Magazine* for January, by Capt. Zalinski, gives the following description of the Pom-pom:—
Briefly, the "pom-pom" is a one-pounder automatic gun. It uses metallic cartridges similar to those used in small arms, but of a caliber of 1½ inches, throwing a shell weighing one lb. The cartridges are placed in a looped belt, and this is attached to the gun. By a simple operation, one of the cartridges is inserted in the barrel and is fired by pulling the trigger. After this the force of recoil is utilized to continue the firing automatically as long as belts with cartridges are supplied. The automatic principle has been applied in calibers up to 14-pounders.
"When a gun is operated by hand it can be loaded and fired only a certain number of rounds in a minute, the rapidity of fire depending upon the time occupied by the cartridges falling into position by gravity. A small percentage of cartridges hang fire. These explode in hand-worked guns while the breech is open and the cartridge is being withdrawn from the chamber. This is the fatal trouble that was observed in the automatic gun. It is very obvious that if, with a hand-worked gun, the gunner, in a moment of excitement, turns the crank or handle a little faster than the cartridges will fall in, the gun will jam and be put out of action. And this is exactly what did happen, and it discredited all kinds of machine-guns. When it was announced in the *London Times* that an American engineer had invented a firearm with a single barrel which would load and fire itself by energy derived from the burning powder, and also that, with a single barrel, the rapidity of fire was considerably greater than with the multiple barrels employed in the ordinary hand-worked machine-guns, the statement was received with a certain amount of incredulity. It was too good to be true. However, the gun was on exhibition at the time, and the little workshop where it had been constructed was soon visited by the Prince of Wales, the Duke of Cambridge, and hundreds of other distinguished people, both lay and professional. It was found that the story was no idle tale, but that a great discovery had been made, marking a distinctly new epoch in firearms.
Attempts were made to get this gun into the British service, but it was objected to on the ground that the projectile was unnecessarily large to kill a man and not large enough to be considered a piece of artillery. It was stated that an entire battery of these guns could be quickly put out of action by a single piece of field-artillery, and that there was no place for them in either service. Had it been stated previous to the South African war that a British field-battery of artillery could be put out of action by a single one-pounder in the hands of half-a-dozen farmers, the statement would have been regarded as ridiculous—quite as ridiculous as the statement would be one time have been considered that the little American yacht *Gloucester*, commanded by Wainwright, could destroy two Spanish torpedo-boat destroyers at Santiago. There is no question that a single piece of field-artillery would stand a very good chance of putting a one-pounder Maxim automatic gun out of action, on a perfectly level field, with no cover. But the Boer did not fight these guns in that way. It was only after the beginning of the Boer war, when the "pom-pom" had demonstrated its practical value, that the British Government began to realize how important an element had been introduced into warfare in the field. They at once ordered Messrs. Vickers' Sons & Maxim Limited, of Sheffield, to turn out as many of these guns as possible, giving them practically an unlimited order.
The wonderful and unexpected success of these guns in the South African war was due, in a large measure, to the peculiar tactics employed by the Boers; who did not come out in the open to fight. With a piece of ordinary field-artillery the charge is such that sufficient dust and gas are blown into the air to make the gun visible even when using smokeless powder. It is difficult, also, to conceal a piece of artillery with its horse and other accessories. Moreover, a piece of artillery recoils and has to be brought back into position and reloaded for each discharge. This, however, is being somewhat minimized by improved non-recoil cartridges, which are now introduced.
With a pom-pom the recoil is all taken up inside of a stationary casing, and but little of its force tends to displace the carriage. The gun does not, therefore, budge when it is firing. The gunner takes deliberate aim, guessing at the range. He fires about five shots, which can be done by holding the trigger in the "pull" position for about one second. As soon as the projectile explodes, he is able to observe exactly where he is hitting and quickly readjust his sights. After a few trials he is able to explode the projectiles on the exact spot required, and, as the recoil does not disturb the position of the gun, he can go on firing as long as he wishes.
It is stated that the Boers seldom fired more than twelve shots at a time without waiting for the gas to blow away. If they fired more, their position might be discovered by a cloud of gas and dust, sufficient to make them visible.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—
Byres, W. R. Lightwood, E.
Albert, Miss Lynch, J. F. B. S.
Ath & Co. Lanza, I.
Ahern, J. Lescher, T. E.
Brookman, W. Meisner, T.
Bradbury, G. W. Mackchale, W. E.
Brown, H. McWilliams, Miss

Bicarbond, W. Barbey
Bronson, O. C. Benn, A.
Basham, E. H. Bales, H. H.
Buck, Bingham, J. E. Burns, J.
B. D. V. Beves, R. M.
Bailes, J. Brage, Mrs.
Clark, Mrs. F. R. Cooper, E.
Coke, Dr. G. H. Colegrove, R.
Curren, T. B. Calver, Miss
Cotton, A. S. Champion, Mrs. M. S.
Cross, Miss Carote, H.
Cummins, J. Collins, A. E.
Cowie, E. H. Crane, W. A.
Cook, L. F. Daters, Capt. E.
Dallus, H. Duckmanton, Donnelly, P.
Drake, Mrs. F. J. Devenport, Dr.
Drake-Brockman, Davis, J. L.
Daly, M.
Degan, A. B. H. Elvins, E.
Evans, E. J. Epton, T.
Eusebius, H. F. Eastwood, J. E.
Finlayson, H. M. Flores, J.
Fuset, D. F. Francis, W. H.
Forrest, Miss A. Fildwell, J. P.
Goetz, F. Gurtrude Geansy, H.
Greig, Miss Graham, Dr. M.
Graham, H. B. Griggs, H. H.
Grill, L. F. Hop Long Ho Wah
Hing, Mrs. A. Hamilton, G.
Hitchcock, E. A. Hunter, C. G. W.
Hill, L. Herman, H. V.
Hodgson, J. R. Hooley, H. D.
Harvey, R. L. Harkin, D. J.
Hall, H. L. Holyoak, P.
Herman, B. Harris, A. C.
Harrigan, J. Hendunling, R.
Hendunling, R. Jones, Mrs.
Janties, K. Jones, Dr.
Ignan, Madame Kong Ah Muo
Kirkwood, M. Karge, T.
Luk Cheuk Man Leslie, H.
Levick

List of Registered Covers in Poste Restante.

Atter Singh
Allam Thun Co. & Co.
Abonne, P. A.
Adam, Miss
Aiz Khan, Lapi
Abdul Khan
Afzal Khan
Butchen Singh
Bhagwan Singh (1)
Budha Khan (3)
Bull, P. Gulvao
Barket Khan
Brougham, Ed.
Cotewall, H. R.
Crews, J.
Chandi Singh
Carum Baksh, (Um-
balla)
Caine Road No. 29
Cartwright, J.
Chandar Pal Singh
Davis, L. T.
Darnelli, Miss F.
Fur Siakar Sang
Fazal Ahmed (1)
Falek, W.
Flores, J. S.
Fox, F.
Fatmaale (Bombay)
Frankton, Mrs.
Gok Rikieabur
Guanaham, N. M.
Ghulab, Rasool
Gulthie, Fr.
Hans, Mrs. A. J. C.
Hooker, Mrs. O.
Hinton, R. S.
Hollister, G. K.
Hinda Singh
Harazuchi, H.
Harper, A.
Jenkins, B. N.
Joseph, S. Abdul
Jumal Singh
Jamaal Singh
Kushiro, C.
Kierna, Miss A.
Kader Bap, Insp.
Koch, Carl
Liao, Cheung
Lopes, Da. C. J.
Lam, Aron
Leopold, Herr.

List of Registered Covers for Merchant Ships.

S. S. Amigo F. Wallat.
"Belgian King" Abernethy.
"Bergenhau" Capt. J. Sevenden.
"Brand" Capt. J. Thomsen.
"Carthage" M. L. Migou.
"Catala" H. C. Baeley.
"Catala" Mr. Carefull.
"Ducalton" M. J. Garbutt.
"Domestus" T. Connolly.
"Hanchow" J. M. Williams.
"Kofeng" H. S. Clifton.
"Kirkfield" G. Dubren.
"Kong Nam" J. S. Gil.
"Mendous" Ambrose. (5)
"Mendous" A. Hausen. (5)
"Munchen" W. Rummeler.
"Radley" John Mann.
"Sabine Richers" R. G. London.
"Tatyan" W. H. Malloch, Chief Officer.
"Tatyan" Pugh.
"Tatyan" W. F. Wilson. (2)
"Tatyan" W. F. Vessels. (4)
"Tatyan" J. Potts.
"Tatyan" H. Weldon. (2)
"Tatyan" C. McLay.
"Wong" C. B. B. B.

Entertainments.

BOXING.
THEATRE ROYAL.
CITY HALL.A
GRAND BOXING
CONTEST

WILL TAKE PLACE IN
THE ABOVE HALL,
TO-MORROW,
(THURSDAY),
7TH MARCH, 1901.

PRELIMINARY BOUTS.
A. BRATT, v. W. HOWARD.
H.M.S. Centurion.
J. MILLS, v. CURLY BARTLETT.
H.M.S. Centurion. H.M.S. Goliath.
W. MCALDY, v. J. DRISCOLL.
H.M.S. Centurion.

THE EVENT OF THE SEASON.

Under the Management of
W. BRATERS.

T. ARMSTRONG, H.M.S. "CENTURION,"
WILL BOX JOE RILEY
OF THE
UNITED STATES.
10 ROUNDS FOR THE CHAMPIONSHIP
OF THE EAST. CATCH WEIGHTS.

ADMISSION—5s, 2s & 1s.

BOX PLAN may be seen and SEATS
BOOKED at the ROBINSON PIANO CO.
Doors Open at 8.30 P.M. Commence 9 P.M.
Hongkong, 5th March, 1901. [289e]

THEATRE ROYAL.
CITY HALL.

Return visit of
Mr. HENRY DALLAS'
MUSICAL COMEDY COMPANY,
presenting all the

LATEST LONDON SUCCESSES.

GRAND OPENING NIGHT,
NEXT
SATURDAY,
MARCH 9TH.

With a magnificent production for the
FIRST TIME IN HONGKONG
OF THE VERY LATEST MUSICAL
SUCCESS,
"THE RAGE OF LONDON,"
"FLORODORA."

NOW DRAWING CROWDED HOUSES

NIGHTLY AT THE
LYRIC THEATRE, LONDON.
After a continuous run of
OVER EIGHTEEN MONTHS.

FULL CHORUS.
AUGMENTED ORCHESTRA.
Musical Director—Mr. W. F. Vallance.

MAGNIFICENT SCENERY,
by Mr. W. H. Pulford.

BEAUTIFUL DRESSES,
by the leading London firms.

The whole produced by
Mr. HENRY DALLAS.

PLAN NOW OPEN
at the
ROBINSON PIANO COMPANY.

ADMISSION—3s, 2s & 1s.
No Half-price.

BERTRAM HERMANN,
Business Manager.

Hongkong, 5th March, 1901. [288e]

Intimations.

WORTH A GUINEA A BOX.
BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong.

JUST ARRIVED.
GENUINE CHERRY WATER, ACQUIN
G. SCHWARZWALDER KIRSCHWASSER.

\$2.50 per Bottle.
H. RUTTONJEE,
5, D'Aguiar Street and
at 22, Elgin Road, Kowloon.
Hongkong, 21st January, 1901. [24]

Intimations.

NOTICE.

M. OSWALD DYKES THOMSON
has This Day been admitted a PART-
NER in his Practice as a SOLICITOR,
PROCTOR and NOTARY PUBLIC, and
such Practice will henceforth be carried on
under the Style of
"STEPHENS & THOMSON."
Dated Hongkong, 1st March, 1901.
[271e] MATTHEW J. D. STEPHENS

MITSUI RUSSIAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHWANG and all Ports in JAPAN.

Agents—
Miki Coal Mines.
Kanda Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Onoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichihara Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kauaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Miki Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI RUSSIAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1900. [27]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NATURAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

Agents—
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STOKES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 11th May, 1901. [28]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for GLENZ'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
20, QUEEN'S ROAD,
Watson's Building.

SIEN TING,

SURGEON DENTIST,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1900. [29]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

I am now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.

Hongkong, 22nd September, 1900. [20]

For Nervous
Exhaustion

CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restoration
of the nervous system.
For brainworkers, professional
men, teachers, students,
etc., and a liability, essential
to the health and nervous
origin and maintenance.
It is readily assimilated and
promotes digestion.

PHOSPHOGLYCERATE SYRUP
(CHAPOTEAUT)

PHOSPHOGLYCERATE WINE
(CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAUT)

2, rue Vivienne, PARIS-FRANCE

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 31st January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c]

NOTICE OF REMOVAL.

I REG to inform my Patrons and Public
Generally that I have REMOVED my
Stones from No. 13 to No. 5, D'AGUIAR
STREET.

H. RUTTONJEE,
5, D'Aguiar Street
Hongkong, 27th April, 1900. [24]

Intimations.

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED
NOTES have been STOLEN from
the Premises of the BANQUE DE L'INDO-CHINE
and which said Notes are expressed on the face
thereof to be PAYABLE at the BRANCH
OFFICE of the said BANQUE in SAIGON, the
Numbers of which said Notes are as follows:—
Series 7 49, 1 to 1,000 of \$1 (One Dollar)
each.
Series 7 49, 1 to 1,000 of \$1 (One Dollar)
each.

The Public are hereby CAUTIONED against
purchasing or dealing in any way with such
Notes, as the BANQUE DE L'INDO-CHINE
accepts no liability for the same.

By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.

Hongkong, 26th February, 1901. [261c]

NOTICE.

REQUIRED by a First Class MERCAN-
TILE HOUSE in Hongkong, an
Experienced Man of Business to act as COM-
PRADORE. The Highest References required.
No one need apply unless he is prepared to
give Substantial Security in the Sum of \$100,000.
Apply in writing to
Messrs. JOHNSON, STOKES
and MASTER,
12, Queen's Road, Central.
Hongkong, 15th February, 1901. [207c]

NOTICE.

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the NORTH BORNEO GOVERN-
MENT. Particulars of which may be seen at
the OFFICE of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [200c]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION OF SUPERINTENDENT
OF PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c]

PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to
notify that she undertakes to give
LESSONS in PIANOFORTE to LADIES and
CHILDREN.
Terms very Moderate.
Enquiries by Letter, care of OFFICE of This
Paper.
Hongkong, 17th January, 1901. [80c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

SAVITARY SOAP.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. C. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1901. [17]

NEW GOODS.

PLENTY
IN
HAND.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41]

Auction.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received
instructions to Sell by
PUBLIC AUCTION,
in 6 Lots,
On
FRIDAY, the 8th day of MARCH, 1901,
at 3 P.M., at his SALES ROOM,
The following VALUABLE LEASEHOLD
PROPERTY situate in FOXPOOLUM ROAD
and THIRD STREET, viz:—
Lot 1.—All that Piece or Parcel of Ground
situate at Victoria, in the Colony of Hongkong
and intended to be registered in the Land
Office as Section B of Inland Lot No. 797.
Area 3,930 Square feet. Term 999 years.
Annual Crown Rent \$26.
Lot 2.—All that Piece or Parcel of Ground
situate at Victoria, aforesaid and intended to
be registered in the Land Office as Section C
of Inland Lot No. 797. Area 4,900 Square
feet. Term 999 years. Annual Crown Rent
\$31.10.
Lot 3.—All that Piece or Parcel of Ground
situate at Victoria, aforesaid and intended to
be registered in the Land Office as Section D
of Inland Lot No. 797. Area 3,900 Square
feet. Term 999 years. Annual Crown Rent
\$26.
Lot 4.—All that Piece or Parcel of Ground
situate at Victoria, aforesaid and intended to
be registered in the Land Office as Section E
of Inland Lot No. 797. Area 4,400 Square
feet. Term 999 years. Annual Crown Rent
\$30.
Lot 5.—All that Piece or Parcel of Ground
situate at Victoria, aforesaid and intended to
be registered in the Land Office as Section F
of Inland Lot No. 797. Area 4,855 Square
feet. Term 999 years. Annual Crown Rent
\$31.
Lot 6.—All that Piece or Parcel of Ground
situate at Victoria, aforesaid and intended to
be registered in the Land Office as The Remaining
Portion of Inland Lot No. 797. Area 11,970
Square feet. Term 999 years. Annual Crown
Rent \$50.
For further Particulars and Conditions of
Sale, apply to
JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Hongkong,
Solicitors for the Vendor's,
or to
THE AUCTIONEER,
Hongkong, 7th February, 1901. [137c]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY."

FROM LONDON, PORT SAID, SUEZ
AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.

Goods not cleared by the 7th instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

A. M. MARSHALL,
Superintendent.

Hongkong, 1st March, 1901. [5]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 1st March, 1901. [4]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MORAVIA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 8th instant, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 8th
instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 1st March, 1901. [63c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PLASSY,"
FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kow

